NAVAL SAFETY CENTER
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

14/ras
Ser 986
15 Aug 1968

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES
[redacted]

From: Commander, Naval Safety Center
To: Commanding Officer, Training Squadron THREE

Subj: VT-3 AAR ser 5-68A concerning T-28B's BuNo's 137730/140052 accident occurring 20 May 1968, pilots (b) (6) KINDERMAN

1. The subject report and all endorsements thereon have been reviewed. Commander, Naval Safety Center concurs with the comments and recommendations of the Aircraft Accident Board as modified by subsequent endorsers.

(b) (5)
[redacted]

(b) (6)
[redacted]

By direction

Copy to:
NAVAIRSYSCOMHQ (AIR 09E) (2)
CNATRA
CNABATRA
NAVPLANTREPO COLUMBUS
CO NAVAERORECOVFAC
DIR AFIP

[redacted]

Code 015
8 JUL 1968

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

THIRD ENDORSEMENT on CO, VT-3, accident, Ser 5-68A, concerning T-28B, BUNO 137730 and T-28B, BUNO 140052, of 20 May 1968, pilots (b) (6) and KINDERMAN

From: Chief of Naval Air Training
To: Commander, Naval Safety Center

Subj: Aircraft accident report; forwarding of

1. Forwarded, concurring in the conclusions and recommendations of the Aircraft Accident Board and comments and action indicated in the subsequent endorsements.

F. J. Moore, Jr.

F. J. MOORE, Jr.
Chief of Staff

Copy to:
CNABATRA
COMNAVAIRSYSCOM (AIR 404)
NAVAIRSYSCOM, NAVPLANTREPO, Columbus
DIR, AFIP
CO, NAVAEROREQOVFAC, El Centro
CO, TRARON THREE

Code 015
25 JUN 1968

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

SECOND ENDORSEMENT on TRARON THREE, accident, serial 5-68A concerning T-28B, BuNo 137730, of 20 May 1968, pilots (b) (6), KINDERMAN

From: Chief of Naval Air Basic Training
To: Commander, Naval Safety Center
Via: Chief of Naval Air Training

Subj: Aircraft Accident Report; forwarding of

1. Forwarded concurring in the conclusions and recommendations of the Aircraft Accident Board and with the comments and corrective actions initiated by the Commanding Officer, Training Squadron THREE.

(b) (5)

D. M. QUINN

Copy to:
NAVSAFECEN (2 direct)
NAVAIRSYSCOM (AIR 404)
CNATRA
NAVPLANTREPO COLUMBUS
DIRAFIP
CO, NAVAERREC FAC
CO, TRARON THREE

Code AP

JUN 14 1968

FIRST ENDORSEMENT on TRARON THREE AAR Ser 5-68A concerning T-28B BUNO 140052 Pilot ENS C. L. KINDERMAN, USNR and T-28B BUNO 137730 Pilot ENS (b) (6) USN, occurring 20 May 1968

From: Commanding Officer, Training Squadron THREE
To: Commander, Naval Aviation Safety Center
Via: (1) Chief of Naval Air Basic Training
(2) Chief of Naval Air Training

Subj: Aircraft Accident Report; forwarding of

1. Forwarded, concurring with the conclusions and recommendations of the Aircraft Accident Board subject to the following comments.

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES

Code AD

JUN 14 1968

Subj: Aircraft Accident Report; forwarding of

(b) (5)

[redacted]

L. E. DRUMBACH

Copy to:
1CC NAVAIRSYSCOM (AIR 404)
1CC CNATRA
1CC CNABATRA
1CC NAVPLANTREPO COLUMBUS
1CC DIRAFIP
1CC CO NAVAERREC PAC
2CC NAVAVNSAFCEN DIRECT (AAR)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 1

SPECIAL HANDLING REQUIRED *in accordance*
Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

PART 1 GENERAL

SECTION A. IDENTIFICATION

Field	Entry
1. Aircraft Accident Board appointed by	COMMANDING OFFICER TRARON THREE
2. Serial No.	5-68A
3. DTG (Local) of mishap	201100 S
4. Model aircraft	T-28-B
5. Bureau number	140052
6.	TO: Commander, Naval Aviation Safety Center
7.	VIA: CO, TRARON THREE CNABATRA CNATRA
8.	
9. Location of mishap	348 Radial 20 mi. Whiting TACAN
10. Damage	ALFA
11. Time of day	DAY
12. Time in flight	1 + 15
13. Flight code	1 D 1
14. Cleared	FROM NAAS Whiting TO NAAS Whiting
15. Type clearance	Local VFR
16. Airspeed	160 IAS
17. A/C weight	7250/19.3
18. Brief description of mishap	Mid-air collision during syllabus Formation Flight
19. Elevation at time of mishap	S.L. 3,500 TERRAIN 3,400

20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (*Complete OPNAV Form 3750-1 for each A/C*)

T-28B, 137730, VT-3, ALFA

(b) (5)

[redacted]

SECTION C. PERSONNEL DATA

	Grade	Service No.		Branch of Service	Age		Billet	Position	
PILOT (at controls at time of mishap): KINDERMAN, Gary L.	ENS	(b) (6) [redacted]		USNR	23	N/A	SNA	F/C	"A"
CO-PILOT (identify & submit separate page 1)									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		123	17. CV LANDINGS DAY/NIGHT	ALL	0/
				IN MODEL	0/
12. ALL MODELS IN LAST 12 MONTHS		123	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0/
				IN MODEL	0/
13. ALL MODELS IN LAST 3 MONTHS		95	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	3/20.
				IN MODEL	3/20
14. ALL SERIES THIS MODEL	A/C	95	20. NIGHT HOURS LAST 3 MONTHS	ALL	6./
	OFT/CPT	/		IN MODEL	6./
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	95	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		N/A
	OFT/CPT	/			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	95	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	17 MAY 19[illegible]
	OFT/CPT	/		DURATION	2.
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		N/A	24. TYPE INSTRUMENT CARD		NONE

OTHER PERS

25. NAME (Last, first, & middle initial)	26.	27.	BRANCH OF SERVICE	29. FILE/SERVICE NO.	30. UNIT	31. INJURY	32. BILLET	33. POSITION

OP-OSF

140057

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 2

SPECIAL HANDLING REQUIRED *in accordance with*
Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

A. A/C HISTORY — PART II MAINTENANCE, MATERIAL AND FACILITIES DATA

1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS. SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK
24 FEB 1956	6506.4	4	27	1749.5	PNCIA	Calendar	35.4	26

B. ENGINE HISTORY

	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
(1)	R18 20-86A	BL520 774	5322	7	NO	97.7	PNCIA	Calendar	35.4	26
(2)										
(3)										
(4)										

C. COMPONENT HISTORY

	1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS ON PART	4. NO. OF OVERHAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR REQUESTED?	8. SER. NO. FLD/APPEUR
(1)								
(2)								
(3)								
(4)								

D. INCIDENTS & GROUND ACCIDENTS

1. PARTS REPAIRED — PART NUMBER	NOMENCLATURE	3. DIRECT MANHOURS INVOLVED	2. PARTS REPLACED — PART NUMBER	NOMENCLATURE

E. ENGINE FAILURES

JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)

AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE
8. G FORCES	9. RELIGHT ☐ ATTEMPTED ☐ ACCOMPLISHED	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL ☐ PRIMARY ☐ MANUAL		14. NO. RELIGHT ATTEMPTS
INTENTIONAL SECURE	15. ENGINE SYMPTOMS		16. CAUSE OF SYMPTOMS				

RECIPROCATING ENGINE FAILURE

17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/BMEP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE
INTENTIONAL SECURE	25. ENGINE SYMPTOMS		26. CAUSE OF SYMPTOMS				

F. OTHER REPORT

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPFUR SERIAL NUMBER NA
2. DIR MESSAGE REQUEST DATE-TIME-GROUP *Info MARC re DIR request. See para. 30 OPNAVINST 3750.6E*
3. OTHER Preliminary / Supplementary Msg 202044 Z May
4. Request for Engineering Analysis 241840 Z May 68

OP-05F

140052

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED in accordance with Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

G. SHIPS DATA

1. EQUIPMENT INVOLVED ☐ CATAPULT ☐ ARRESTING GEAR	2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH END SPEED

6. NAVY NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP	9. LAUNCHING BRIDLE AND BRIDLE ARRESTER

10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS — CONSTANT PRESSURE: DOME (P.S.I.)	CONSTANT PRESSURE: RATIO	CONSTANT RUNOUT (WT. LBS.)	15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no. landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER/ BARRICADE							

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

1. DATE DEPLOYED CONUS	3. DAY HOURS/LANDINGS SINCE DEPLOYMENT	4. DAY HOURS/LANDING LAST 30 DAYS
2. NO. DAYS OPERATING PERIOD		
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED	6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANDINGS LAST 30 DAYS

I. WEATHER

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE °F RUNWAY / OUTSIDE AIR 74° F	5. DEW POINT	6. ALTIMETER SETTING
CLEAR	+ 15	330/11		46° F	29.88

7. OTHER WEATHER CONDITIONS (wind shift, icing level, sea state, density altitude, as appropriate)

NONE

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS

2. COPY DISTRIBUTION

2CC NAVAIRSAFECEN DIRECT (AAR)

1CC NAVAIRSYSCOM (AIR404)
1CC CNATRA
1CC CNABATRA
1CC NAVPLANTREPO COLUMBUS
1CC DIRAFIP
1CC CO NAVAEREC

5. DATE SUBMITTED TO CO: 8 JUN 1968

COST DAMAGE TO: 3. GOVERNMENT PROPERTY: NONE; 4. PRIVATE PROPERTY: NONE

PART IV SIGNATURES OF THE BOARD

1. SENIOR MEMBER LCDR (b) (6) USN
(b) (6) Officer
UNIT BILLET

2. MEMBER (b) (6)
USN
Officer VT-3
UNIT BILLET

3. FLIGHT SURGEON (b) (6)

3. MEMBER (b) (6)
USN
Officer (UNIT 2)
UNIT BILLET

2/ When preparing Accident and Ground Accident reports, items indicated by an asterisk shall be filled in. Other items considered appropriate should also be filled in.

Mem (b) (6)
LT.
Maintenance Quality Control Officer

OP-OSF

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 1

SPECIAL HANDLING REQUIRED in accordance with Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

PART I GENERAL

SECTION A IDENTIFICATION

1 AIRCRAFT ACCIDENT BOARD APPOINTED BY: TRARON THREE COMMANDING OFFICER
2 SERIAL NO: 5-68A
3 DTG (GLOBAL) OF MISHAP: 201100S
4 MODEL AIRCRAFT: T-28B
5 BUREAU NUMBER: 132230 Count deft.
6 TO: Commander, Naval Aviation Safety Center
7 VIA: C.O. TRARON THREE / CNABATRA / CNATRA
8
9 LOCATION OF MISHAP: Whiting 040°Radial 20 mi. TACAN
10 DAMAGE: ALFA
11 TIME OF DAY: DAY
12 TIME IN FLIGHT: 1 + 15
13 FLIGHT CODE: 1 D 1
14 CLEARED FROM: NAAS Whiting TO: NAAS Whiting
15 TYPE CLEARANCE: Local VFR
16 AIRSPEED: 160 IAS
17 A/C WEIGHT: 7250/19,3
18 BRIEF DESCRIPTION OF MISHAP: Mid-air collision during syllabus/Flight Formation
19 ELEVATION AT TIME OF MISHAP: 3500 TERRAIN 3400
20 LIST MODEL BUNO REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C): T-28B, 140052, VT-3 ALFA

[redacted] (b) (5)

SECTION C PERSONNEL DATA

PILOT (at controls at time of mishap) [redacted] (b) (6) | ENS | [redacted] (b) (6) | USN | 23 | N/A | SNA | P/C | "B"

CO-PILOT (identify & submit separate page 1) NONE

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11 ALL MODELS		108	17 DV LANDINGS DAY/NIGHT	ALL	0/
12 ALL MODELS IN LAST 12 MONTHS		108		IN MODEL	0/
13 ALL MODELS IN LAST 3 MONTHS		81	18 FOLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0/
14 ALL SERIES THIS MODEL	A/C	81		IN MODEL	0/
	OFT/CPT	/	19 INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	1/26
15 ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	81		IN MODEL	1/26
	OFT/CPT	/	20 NIGHT HOURS LAST 3 MONTHS	ALL	6/
16 ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	81		IN MODEL	6/
	OFT/CPT	/	21 TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		N. A.
23 DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		N. A.	22 LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	12 MAY 68
				DURATION	2
			24 TYPE INSTRUMENT CARD		NONE

OTHER PERS.

25 NAME (Last, first, & middle initial)	26 RNG	27 BASIC DATE	28 BRANCH OF SERVICE	29 ID/SERVICE NO.	30 UNIT	31 INJURY	32 BILLET	33 POSITION

OP-U5F

137730

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 2

SPECIAL HANDLING REQUIRED *in accordance with Para. 66, OPNAV INSTRUCTION 3750.6, effective edition*

OPNAV REPORT 3750-1

A. A/C HISTORY

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS. SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK
10 MAY 1954	8050.7	4	12	896.6	PNCLA	Special	46.5	17

B. ENGINE HISTORY

	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
(1)	R18	BL520 20-86668	5331.7	6	NO	509.9	PNCLA	SPECIAL	46.5	17
(2)										
(3)										
(4)										

C. COMPONENT HISTORY

	1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OVERHAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR REQUESTED?	8. SER. NO. EVR/AMPEUR
(1)								
(2)								
(3)								
(4)								

D. INCIDENTS & GROUND ACCIDENTS

1. PARTS REPAIRED		3. DIRECT MANHOURS INVOLVED	2. PARTS REPLACED	
PART NUMBER	NOMENCLATURE		PART NUMBER	NOMENCLATURE

E. ENGINE FAILURES

JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)

AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE
8. G FORCES	9. RELIGHT ☐ ATTEMPTED ☐ ACCOMPLISHED	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL ☐ PRIMARY ☐ MANUAL		14. NO. RELIGHT ATTEMPTS
INTENTIONAL SECURE	15. ENGINE SYMPTOMS		16. CAUSE OF SYMPTOMS				

RECIPROCATING ENGINE FAILURE

17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/BMEP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE
INTENTIONAL SECURE	25. ENGINE SYMPTOMS		26. CAUSE OF SYMPTOMS				

F. OTHER REPORT

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPFUR SERIAL NUMBER N/A
2. DIR MESSAGE REQUEST DATE-TIME-GROUP
3. OTHER Preliminary / Supplementary Msg 202044 Z May
4. Request for Engineering Analysis 241840 Z May 68

OF-45F

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED *in accordance with Para. 66, OPNAV INSTRUCTION 3750.6, effective edition*

OPNAV REPORT 3750-1

G. SHIPS DATA

1. EQUIPMENT INVOLVED ☐ CATAPULT ☐ ARRESTING GEAR	2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP	9. LAUNCHING BRIDLE AND BRIDLE ARRESTER	

10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS — CONSTANT PRESSURE — DOME (P.S.I.)	CONSTANT PRESSURE — RATIO	CONSTANT RUNOUT (WT. LBS.)	15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no. landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER/ BARRICADE							

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

1. DATE DEPLOYED CONUS	3. DAY HOURS/LANDINGS SINCE DEPLOYMENT	4. DAY HOURS/LANDING LAST 30 DAYS
2. NO. DAYS OPERATING PERIOD		
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED	6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANDINGS LAST 30 DAYS

I. WEATHER

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY / OUTSIDE AIR	5. DEW POINT	6. ALTIMETER SETTING
CLEAR	+ 15	330/11	73° F	46° F	29.88

7. OTHER WEATHER CONDITIONS (winds aloft, icing level, sea state, density altitude, as appropriate)
NONE

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS

2. COPY DISTRIBUTION
- 1CC NAVAVNSAFECEN DIRECT (AAR)
- ICC NAVAIRSYSCOM (AIR404)
- ICC CNATRA
- ICC CNABATRA
- ICC NAVPLANTREPO COLUMBUS
- ICC DIR AFIP
- ICC CO NAVAERREC FAC

COST DAMAGE TO: 3. GOVERNMENT PROPERTY: NONE — 4. PRIVATE PROPERTY: NONE

5. DATE SUBMITTED TO CO: 6 JUNE 1968

PART IV SIGNATURES OF THE BOARD

1. SENIOR MEMBER LCDR [redacted] ,USN
Aircraft Division Officer
UNIT BILLET

2. MEMBER [redacted] VT-3
UNIT BILLET

3. FLIGHT SURGEON [redacted] (MC)

3. MEMBER [redacted] USN
Aviation Safety Officer(UNIT)

* When preparing Incident and Ground Accident reports, items indicated by an asterisk must be filled in. Other items considered appropriate should also be filled in.

LT. [redacted] USN
Maintenance Quality Control Officer

OP-05F

PART V THE ACCIDENT

A. On monday, 20 May 1968, a flight of three aircraft, two flown by student aviators and the other by an instructor chase pilot were scheduled for a formation training flight. The students were briefed by the chase pilot and then departed. ENS. KINDERMAN was assigned BUNO 140052 (side number 2W 234). ENS. (b) (6) was assigned BUNO 137730 (side number 2W 243). LT. (b) (6) the instructor chase pilot and ENS. (b) (6) (b) (6) passenger were in BUNO 137742 (side number 2W 242).

B. Following normal start, taxi and run-up, the flight took off at 0955 with ENS. (b) (6) as leader in 243, ENS. KINDERMAN as wingman in 234, LT. (b) (6) as chase pilot in 242. Climb out to 3,500 feet and the first sequence with ENS. (b) (6) (b) (6) as leader was uneventful.

C. After the lead change, ENS. KINDERMAN in 234 was the leader and ENS. (b) (6) in 243 was the wingman. During the second turn to the right in the free cruise turn series, the wingman developed an excessive nose to tail closure rate. Therefore, the wingman, ENS. (b) (6) in 243 commenced an under-run by shallowing his angle of bank. The wingman passed under the leader and out to the port side. At this time the leader leveled his wings commencing his rollout on a heading of North

and the two aircraft came in contact.

D. ENS. (b) (6) aircraft 243 exploded, burst into flames and broke into two sections. ENS. (b) (6) with some difficulty was able to clear his aircraft and successfully parachuted, landing in a wooded area. ENS. KINDERMAN in 234 was observed in a low descending right hand turn with the canopy closed and was found in the wreckage.

E. The chase pilot immediately broadcast the crash and SAR units responded. (Enclosure 9) ENS. (b) (6) pilot of 243, was picked up by helicopter and taken to the Whiting Field dispensary.

PART VI DAMAGE TO AIRCRAFT

A. Both aircraft received strike damage. ENS. (b) (6) aircraft BUNO 137730 (side number 2W 243) exploded upon contact with lead aircraft. The explosion was at the port wing root at fuselage stations 113-136. The aircraft broke in two pieces and burned (Enclosures 5 and 8). The port wing flap and port horizontal stabilizer were not located.

B. ENS. KINDERMAN's aircraft BUNO 140052 (side number 234) received strike damage upon impact with the ground.

Engine Section. The engine was separated from the airframe on impact.

Wings. The port wing was attached to the fuselage. The starboard wing separated from the aircraft due to contact with a tree.

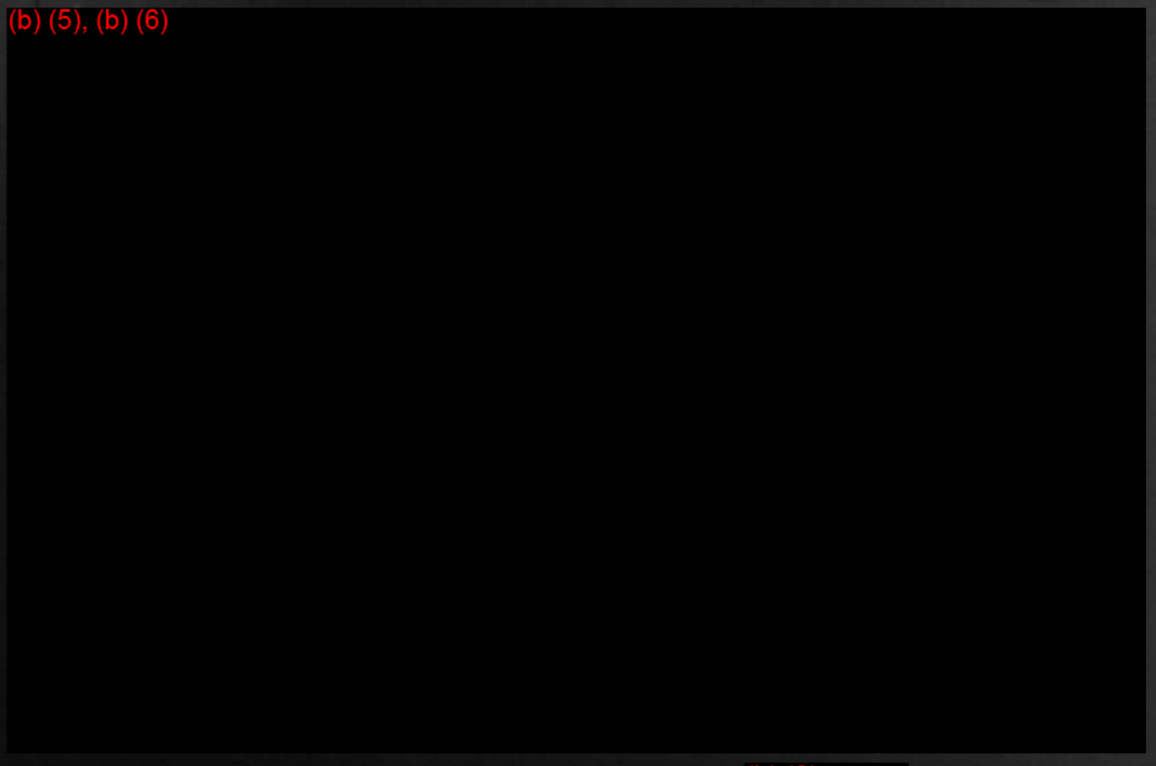
Fuselage. Empennage was separated from the fuselage on impact with trees and ground. Refer to (Enclosures 6 and 7).

C. The center of impact BUNO 140052 (side number 2W 234) was located in dense, swampy undergrowth in a heavily wooded area. The mud crater created by impact filled with water in a matter of hours. Due to the swampy ground and dense forest it was not considered feasible by the Board to attempt to remove the aircraft. (Enclosure 10).

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES.

PART VII INVESTIGATION AND ANALYSIS

(b) (5), (b) (6)



Investigation of the wreckage of ENS. (b) (6) aircraft BUNO 137730 (side number 2W 243) revealed the following facts.

1. The propeller of ENS. (b) (6) aircraft 243 did not strike the lead aircraft as evident by the absence of marks on the propeller. (Enclosure 4).

2. The front cockpit canopy of ENS. (b) (6) aircraft 243 did not come in contact with the lead aircraft as evident by the absence of marks on the canopy.

3. The inflight explosion just after the mid-air collision occurred between fuselage stations 113-136, probably the port wing main fuel line. The engine and cowling of 243 received no inflight damage. (Enclosures 4 and 5)

4. The port horizontal stabilizer was torn away prior to the fire. A search by ground crews and helicopter could not locate the missing port wing flap or horizontal stabilizer. It is suspected that these sections buried themselves in the swampy terrain upon impact.

5. The wing aircraft 243 sustained initial contact behind the pilot's canopy and at the port wing root just forward of the flap, causing separation of the port wing flap and extending the port main gear prior to the explosion and fire. There is no evidence of fire on the port main tire. The propeller damage by 234 also caused 243 to break into two sections.

Investigation of the wreckage of ENS KINDERMAN's aircraft BUNO 140052 (side number 2W 234). (Enclosures 6 and 7)

1. All control surfaces were attached to the aircraft upon impact.

2. There is no evidence of any fire or explosion prior to or after impact with the ground.

(b) (5) [redacted]

(b) (6) [redacted]

4. At some point after the mid-air collision and prior to impact with the ground 2LT S. KINDEMAN attempted to egress. This is evident by his seat belt being undone and found to be wedged down and under the seat after impact.

5. The canopy tracks and trucks indicated 60% open, however, the main canopy actuating cylinder was fully open at impact.

6. Investigation of the canopy system revealed the following:

a. The emergency system was not used to open the canopy. The canopy system was full of hydraulic fluid. The canopy actuating cylinder was full of fluid and open.

b. The canopy emergency air pressure system was intact upon impact with 2000# of pressure at impact.

c. All canopy valves, emergency air components and actuating cylinder were submitted for engineering analysis. Telephone conversation report indicates all components were functioning normally.

7. The engine and accessory section were buried from sight in a hole of mud and water eight (8) feet deep.

8. It is estimated that the aircraft was in a 65° dive with 15° angle of bank to the right upon impact.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES.

A. Personnel Factors

(b) (5), (b) (6)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES.

(b) (5), (b) (6)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES.

PART VIII CONCLUSIONS

(b) (5), (b) (6)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES.

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES.

PART IX RECOMMENDATIONS

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES.